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## INFORMATION REPORT

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INFO. 25X1ASUPPLEMENT TO  
REPORT NO. 25X1X

1. The Czechoslovak Motor Vehicle and Aircraft Industry (CZAL) has its main offices in the Palace of the Ceskomoravska Kolben-Danek on Krizikova Ulice, Prague X. Here, production plans in accordance with the Five-Year Plan are determined and the requirements assigned to the subsidiary factories and group managements. About 600 persons are employed in CZAL, of which the following are its leading personnel:

## a. General Manager

Ing. Horak, 44 years old and a Communist; formerly a technical official and constructor with Avia. He is an extremely bad constructor and not qualified technically. His present salary is about 30,000 Kcs monthly.

## b. Deputy

Ing. Antonin Zelezny, 50-55 years old; he manages the technical department, equipment stores, and developmental work. He is the former owner of a factory in Velesin near Budojovice; this factory was owned by his wife at the time he married her. During the war the factory produced automatic gas-oil pumps, various types of screws, and light metal parts for the German air force. After the revolution (sic, probably May 1945) Zelezny joined the Czech National Socialist Party. He then became manager of PAL, where the manufacture of motorcycle carburetors and components for injection pumps was begun. Later the German engineer Betker was employed, and he built a new injection pump which delivered a constant flow of fuel. The production of this pump was discontinued in spite of the fact that about 200 pumps are in use with Tatra T-111 engines on Czech railroad trains. Ing. Betker owns many German patents and still receives royalties from the German firm of Kieckhefer-Humboldt-Deutz; he lives in Velesin. Ing. Zelezny joined the Communist Party after February 1948. He is a boaster without technical or personal qualifications.

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- c. Deputy                      Dr. Ing. Ladislav Hanika, 38 years old, highly intelligent, and a Communist since youth. He directs the production of the auxiliary motor and aircraft industry concerned with carburetors, injection pumps, headlights, shock absorbers, timing gears, and electrical equipment.
- d. Deputy                      Ing. Ticky, 50-55 years old; He joined the Communist Party after February 1948. He is an expert and former manager of Ceskomorevska Kolben-Danek. Now he is in charge of the manufacture of motor vehicles.
- e. Deputy                      Manager Vaclav Skala, 38 years old and a former captain. He directs the production of motorcycles. Formerly he was manager of the Ceska Zbrojovka factory in Sramnice and of the weapons factory in Uhersky Brod and prior to that he was secretary to Dr. Ing. Fabinger. He was assigned to all these positions by the Communists after the coup, but his political status has been weakened by his statement at a party meeting in Sramnice that economic existence without the West is not possible.

Each deputy earns about 20,000 Kcs a month and has a motor vehicle at his disposal.

2. By the end of 1950 all plants in Czechoslovakia must adopt the SFH system, i.e., independent administration of plants. This system is based on a combination of Bata methods and the German REFY system and means that each factory has its own independent management which is responsible for its planned production at a profit within the framework of the Five-Year Plan. New norms are being fixed at much lower levels than formerly. Each worker must meet his own quota or he is transferred to inferior work. Under this SFH system it is estimated that there is one office employee for ten factory workers, but in some branches the proportion is 1 to 3 and even 1 to 2. Workers watch each other under this system. Employees of former Bata plants introduced the SFH system and all industrial plants have been directed to adopt it by the end of the year.
3. The cadre department, which controls the entire general management and plants subordinate to it, is headed by Kratky, who is 45 years old and a faithful worker of the Central Council of the Communist Party. His deputy is Josef Svoboda, formerly chairman of the works' committee and later a cadre official of PAL. He is 45 years old and loyal to Communism and to party orders.
4. Entrance into the building is controlled by the watchman and one or two members of the works militia, who are changed daily. All are armed with pistols which are carried in their pockets. An identity card or pass must be shown before entering. A visitor's pass is filled out in three copies and contains the purpose of the visit and the person to be visited. Times of entry and departure are noted. One of the visitor's identity papers is retained by the watchman until the visitor turns in his visitor's pass. The second copy of the pass is sent to the STB and the third to the cadre department.
5. The plants of the CZAL are divided into four groups.

a. Motor Vehicle Plants

- 1) Avia at Cakovice. This plant is constantly being enlarged, especially those sections which are engaged in production for the USSR.
- a) Production includes trucks, type 706 R, with loading capacity 5 tons and Diesel engines, and type 706 RC buses with a seating capacity for 55 persons. Principal customers are the Czech State Railroads, Poland, Hungary, Rumania, and Bulgaria; Yugoslavia was formerly included. Semi-finished products except for special steels are obtained from Czech foundries and smelting works, mainly Poldi, Kladno, Trinec, Rokycany, Sedlec, Vitkovice, and Podbrezova. These products are transported by rail and small deliveries of steel by truck. Up to the time of the Five-Year Plan, a total of 1,000-1,500 vehicles was planned. Raw materials, such as rolled sheets, light metals, ball bearings, and roller bearings, alloys of bronze, brass and copper, are difficult to procure.

- b) Some of the power consumed by the plant comes from its own generator, but most of it from the Holesovice and Zvenice power plants.
  - c) Employees number 1,500 - 2,000, working in two shifts from 6 a.m. to 2 p.m. and from 2 p.m. to 10 p.m. During the last six months considerable transfers in the management have been made. Hrazdila is the manager of the section where injection pumps have been produced but which is now to be converted to the production of bearings. Injection pumps are to be made by PAL at Jihlava in 1951. Hrazdila is about 44 years old and unmarried. Prior to the war he studied in France. He drinks a great deal and talks vulgarly; he is an excellent technician and is an opportunistic Communist.
  - d) The plant has a works militia of about 600 men, who are reinforced on special occasions. There is a strict guard at the gates, and entry is granted only to those with permits issued by the Ministry of Defense. These permits are changed every month.
- 2) Praga National Corporation, at Prague-Vysocany and Karlin. A new building is being constructed for the assembly of tanks; it will be 150 x 100 m. A three-story building, about 200 x 200 m., is being erected at Vysocany apparently for the manufacture of armored vehicles.
- a) Production consists of the following:
    - (1) 3-ton Diesel trucks.
    - (2) 3-ton EN gasoline-driven trucks.
    - (3) 5-ton Diesel trucks, not yet produced.
    - (4) RHD and EN buses, capacity 30 passengers.
    - (5) ST 1 tank destroyer with 75 mm gun.
  - b) Production of trucks and tank destroyers goes to the army, buses to the State Railroads, the SNB, and the army. Exports are made mostly to satellite countries. Raw materials are difficult to obtain, as is the case with Avia.
  - c) Praga has its own steam-driven generating station, which supplies all its power.
  - d) About 2,500 workers are employed in two shifts.
- 3) Tatra Works at Koprivnice, Prague-Smichov, and Studenka. The works are being expanded as a result of an increase in production, demanded by the USSR, of an additional 1,000 of the T-111 truck, which is a 7-ton Diesel, six-wheeled, air-cooled vehicle. It has been intended to decrease production of this type of truck.
- a) Production consists of the following:
    - (1) T 600 or Tatraplan, a streamlined vehicle with an air-cooled, 4-cylinder engine, and piston displacement of 2,000 cc. Planned production was increased to meet the needs of the country. About 25 percent of production is exported to the satellite countries, the USSR, Switzerland, Sweden, Austria and Belgium.
    - (2) T 87, an 8-cylinder, streamlined vehicle, with an air-cooled V engine and piston displacement of 3,200 cc. Two hundred are planned for 1950, for the use mostly of government officials and the USSR. Construction is to be terminated in the near future and the vehicle is to be redesigned.
    - (3) T 114, 4-cylinder, 3-ton, air-cooled vehicle with a Diesel engine. In the spring the T 114 was modified to become the T 115 by a change in the injection system. The T 114 and

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T 115 vehicles are supplied mainly to the CSAD (Czech Road Services) and national corporations. The T 114 and T 115 engines are supplied to Praga Kolben (sic, probably Kolbin) for tractors to be used in state forests and farms. The life of the engine plus tractor is 600 hours.

- (4) T 111 Diesel engine for locomotives. Production of 400 engines was planned for 1950 but is likely not to be fulfilled. The T 111 engine is a 12-cylinder V engine with two in-line fuel pumps which do not work effectively at low speeds. The Koprivnice works are working on a new type of 8-cylinder engine with air cooling which is to have the advantage of being able to use an in-line injection pump.
- b) The Koprivnice factory produces only motor vehicles and Diesel engines for locomotives, whereas the Smichov and Studanka works turn out railroad cars. In Smichov this year the production plant was converted into general repair shops for Tatra cars. These shops have recently been incorporated into Autorenova, a new national corporation which is managed by Ing. Hrdlicka. The latter was the "notorious" manager of the Skoda-ASAP Works during the German occupation and after 1945 he continued as chief manager of the ASAP motor vehicle works at Mlada Boleslav.
- c) About 4,000 workers are employed at the Tatra Works. Until recently the chief manager of Tatra was Ing. Dr. Kizra who is about 40 years old, a Communist, and a bad technician; he is to become the manager of the Koprivnice plant, where one Biederman is known to be manager. Biederman is 55 years old, possibly of German origin, and an expert. Ing. Wackerle is the technical manager at Koprivnice and chief of construction. He is 40-44 years old, a great expert, and anti-Communist. At present he is working on a new racing vehicle with eight cylinders, a piston displacement of 2,000 cc, and a speed of 220 km. About 60 percent of the Tatra employees do not approve of the present regime if their lot was better under Baron Rinchofer.
- d) Tatra has its own steam-driven generating station. It is also connected with the power network of Autorenova.
- 4) Aero at Prague-Vysocany.
  - a) Aero 150 4-cylinder vehicle with capacity up to 1 ton. Skoda engine, and piston displacement of 1,500 cc. This vehicle is a small delivery van for carrying mail. Recently Aero has been making ambulances and vehicles with refrigerators for collecting blood. Production for 1950 was planned at 250 vehicles.
  - b) Workers number about 400-500.
- 5) Walter at Jinonice. During 1948 and 1949 an assembly shop and a production shop were added to the plant.
  - a) The new production shop manufactures two-stroke Aero-Minor engines with piston displacement of 600 cc. This production is to be ended and to be replaced by that of aircraft engines. During 1950 production of 4,000 engines and chassis for the Aero-Minor car had been planned.
  - b) About 250 workers are employed.
  - c) Part of its power is obtained from its own steam-driven generator.
- 6) Rudy-Letov at Letnany.
  - a) Production consists of sheetmetal for bodies and the assembly of engines and chassis plus final installation work.

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- b) About 150 persons are employed. The manager of the plant is Syrový, a former soldier who is 60 years old and a Communist since February 1948. He does not agree with the actions of the regime and it is reported that he is to be replaced by a manager from the ranks of the manual workers.

7) ASAP Motor Vehicle Works at Mlada Boleslav.

a) Production:

9,000

- (1) The end of 1950 is the deadline for establishing assembly-line production of the Skoda-Tudor 1101 4-stroke valve-in-head engine, piston displacement of 998 cc. At the end of 1949 the output was about 30 complete vehicles daily. In 1950 this output was raised and type 1101 changed to 1102. It is the same type engine with the same piston displacement but it will have four doors, a widened rear, and completely synchronized gears with the gear control on the steering wheel. In 1950 production of model 1101 will be slowed down and in 1951 model 1102 will be made. In addition about ten 1101s are produced daily with a body like that of a jeep but larger.
  - (2) About 100 yearly of the 6-cylinder Skoda-Superba vehicle for the Ministry of Interior and the STB.
  - (3) About 50 model VOS vehicles with piston displacement of 5,000 cc and armored, impenetrable glass 13 mm thick, for the use of the Ministry of Interior and government members.
  - (4) Ambulances with bodies from the Karosa firm in Vrchlabi and special bodies for export, like the two-seater roadster, with bodies from Karosa, formerly Sodomka, in Vysoke Lyto. Ten ambulances are produced daily.
- b) About 4,000 workers are employed in two shifts, from 6 a.m. to 2 p.m. and from 2 p.m. to 10 p.m. Leading personnel are:
- (1) Ing. Matous, plant manager, about 44 years old. Sometime prior to February 1940 he spent six months in the U.S. After February 1948 he joined the Communist Party but is not a convinced Communist. He received his assignment because of his ability.
  - (2) Ing. Fribil, production manager, about 44 years old, an expert; has been with ASAP since before the war.
  - (3) Ing. Kyrstof, chief of construction, 40-45 years old. He is a Communist, talented, intelligent, and ambitious. He has been with ASAP for about 15 years, always in construction work.
  - (4) Manager Rambousek, chief of administration and purchase ag. He is 60 years old, a Communist but not by conviction and does not agree with the regime; he has been employed by ASAP for many years.
  - (5) Brojer, deputy to Rambousek; he is about 30-35 years old, a former administrative clerk, and a fanatical Communist.
  - (6) Viktor Uraz is to be engaged by ASAP as adviser and racing manager.

8) Zbrojovka Brno. Part of the plant is located in Husovice and part in Kralovo Pole.

- a) Production consists of Z-15 Zetor and Z-25 Zetor tractors. Planned production for both types is 15,000, but production of the Z-15 is to end this year.

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- b) About 2,500-3,000 persons out of a total of 8,000 are engaged in tractor production.
    - c) Zbrojovka has its own generating plant and it also receives power from the power station.
  - 9) Skoda Works at Pilsen.
    - a) Production consists of model S 30 agricultural tractors; 10,000 were planned for 1949-50.
    - b) About 400-500 employees work on tractor production.
- b. Aircraft Factories.
  - 1) Avia at Cakovice.
    - a) Production is as follows:
      - (1) Turbine engines, of modified German design, for the M 262 and 263 planes. Production has been planned only up to the end of 1950, by which time 180 engines are to be built. The prototype was tested in 1946 and production has been going on since the fall of 1949. About six engines are being used in planes of the armed forces. The quota may not be fulfilled because of a lack of special steel plates and metals. For these materials Avia has to resort to the U.S. Zone of Germany, where it was to send its representative Razicka and representative Jackerle from Rudy Letov to meet an unknown Swede who was to buy the materials for delivery to Czechoslovakia via Sweden. This meeting has not yet taken place. The PAL Works are carrying out tests at the Military Technical Institute on new injector nozzels for the turbines; Ing. Horrys is conducting these tests.
      - (2) German model ME 109 plane, according to models remaining after the Germans left. There is a great lack of electrical equipment of the Bosch type, and the ignition system is being sought everywhere.
    - b) Bottlenecks exist because of shortages in turbine metals for high temperatures and in duralumin, spherul and electrolytic iron alloys used in the fuselage. Production has been maintained principally with stocks left by the Germans.
    - c) About 3,000 persons work in two shifts on aircraft manufacture.
  - 2) Rudy-Letov at Letnany
    - a) After discontinuance of the Aero Minor and completion of the German Arado and Siebel training planes, this plant will be engaged solely in the manufacture of fuselages. Somner, formerly at Pal in Novy Jicin, is to manage this production. During the war he managed the Novy Jicin factory for the German air force and in 1945 he was dismissed because he demanded that his employees work properly. Technically he is the best Czech expert and manager of the production of fuselages. He is 60 years old and has been a Communist since February 1948. His whole life is devoted to his work and the factory.
    - b) The designing of fuselages according to Soviet order is being done in the new aircraft secret department of CZAL which is headed by Brabec, former secretary of manager Husnik. Husnik was killed in a plane accident while returning to Prague from Liberec; the plane flew into the Jested mountain and only Brabec survived the accident. The latter is a Communist and is about 37-38 years old.
    - c) About 1,500-2,000 workers are employed in two shifts.

- 3) Aero at Prague-Liben and Hraz at Chocen. This plant is engaged in the production of sports planes, the Sokol and the 2-engine Hodek. It employs a total of 1,500 persons.

c. Motorcycle Factories.

- 1) CZ (Ceska Zbrojovka) at Strakonice.

a) Production:

- (1) Main product is motorcycles of type CZ 125 and CZ 150. The plant has engaged the former owners of the Walter-Konice gears factory. The Walter brothers construct 4-stroke motorcycles of 250 cc and 350 cc capacity and were producing them during 1946, 1947, and 1948 in their former factory. These motorcycles are the best in Czechoslovakia and capable of competing technically and in speed with any motorcycle in the world. The Walter Brothers are not able to get all they need because they are anti-Communist.
- (2) Motorcycle and bicycle chains, which are mostly exported.
- (3) Machine tools, mostly grinders, and automatic tools.
- (4) Pistols and guns, automatics and air rifles.
- (5) At the Uhersky Brod plant, aircraft machines and sub-machine guns of Czech make, with precise and unfailing performance. This plant is camouflaged to look like two-story houses; it is managed by Brejcha.
- (6) Riksha, which is a 150 cc motorcycle with a two-wheeled trailer attached by a swivel joint on the rear frame; it is suitable for two persons. These rikshas were to have been delivered to India.
- (7) Electrical equipment for its own production of motorcycles.

b) Production capacity:

- (1) 120 daily of the CZ 125 and 150 motorcycles.
- (2) 10 daily of the rikshas.
- (3) Few working models of the new Walter CZ motorcycle.

- c) In addition to the usual bottlenecks occurring in motor vehicle factories, the CZ factory is handicapped by the imperfect Mannesmann tubes which are produced at Chomutov. These tubes are very badly made because the segments are not uniform and the casings break easily. The plant also often has a shortage of bearings.

- d) Power is furnished by the Hydlovary electric plant, which lies between Hluboka and Zliv. The power plant uses lignite which is obtained from a surface mine near the power plant; the mine has reserve of lignite for about 50 years. The lignite is crushed and dried before it is blown into the furnaces which generate power.

- e) The CZ plant employs 4,500 workers; about 60 percent of them are engaged in the manufacture of motorcycles. At Uhersky Brod about 500 persons are employed. Leading personnel are:

- (1) Plant manager: Nosek, former production chief of the branch factory of Jawa along the Sazava river. He is 40 years old, a convinced Communist since 1945, and a good constructor and production man. He is ambitious and likes money.
- (2) Chief of production: Haza, a Communist. He is a member of the directorate, the works council and the town council,

and is an industrial official in the District National Committee. He is against the government, has helped many people, is intelligent, and has the full confidence of the Communist Party. He is about 30 years old.

- f) In Strakonice on former sports grounds a new electric generating station is being built.
- 2) Jawa at Pankrac and at the Sazava River.
  - a) Production:
    - (1) Jawa 250 cc motorcycle, about 70 daily.
    - (2) Qgar 350 cc motorcycle, about 20 daily.
    - (3) Jawa 500 cc 4-stroke, 2-cylinder motorcycles, not yet being produced on the assembly line.
    - (4) Motorcycle parts at the subsidiary plant on the Sazava River which also has a main factory.
  - b) Power is obtained from its own generators and from the Central Bohemian Power Works.
  - c) Both factories have about 3,500 employees, who work in two shifts of eight hours each.
- d. Auxiliary Factories
  - 1) Pantov at Radotin.
    - a) Production consists principally of telescopic-type shock absorbers for motor vehicles, models T 600, T 87, and Aero Minor, and also for aircraft undercarriages. Also produced is hydraulic equipment for aircraft and injector system holders for PAL at Jihlava.
    - b) There are about 280 workers in two shifts. Plant manager is Ing. Karel Kus, who is 50 years old, an excellent technician and a Communist through compulsion. He has worked in the factory since its founding under the former owner, Ing. Pantofflick.
    - c) The factory has its own aerodynamics office.
  - 2) PAL at Kodym. [50;01N114;25E]
    - a) Production consists of aircraft instruments, compasses, altimeters, revolution counters, and other flight instruments; electrical switches and terminals for motor vehicles and aircraft. At this time most of the instruments are based on German air force models and are composed of German parts. Planned production is to be patterned after Soviet designs and from material delivered by the USSR during the past year.
    - b) About 500 persons work in both factories.
  - 3) PAL at Kbely.
    - a) Production consists mainly of starters for motor vehicles, dynamos for the Stoda Tudor T 600 and T 87, and starters for the 706 R and 706 RD; also a variety of small switches, ventilators, starters, and rotors.



- b) The plant employs 1,500 workers in two shifts. Manager of the plant is Jaroslav Korinek, who is 40 years old, a former Social Democrat and now an important Communist.
- c) This factory took over the manufacture of hydraulic brakes after the firm of Ing. Klapka-Veleslavin was liquidated. Such production includes brakes for all motor vehicles. The brake production for the Skoda Tudor 1101 at the Skoda - Blansko factory as well as the air hydraulic brakes for the 706 R and 706 RO will also be taken over by the Kbely factory. Supervising this manufacture is Ing. Berinkij, a Russian immigrant who owns several patents.
- 4) PAL-Holesovice, located at Prague VII, Delnicka ul. and ul. v. haji.
- a) Until the end of 1950, the plant is to produce the Solex carburetor for all types of Czech motor vehicles under a license from the French. The Czech request for a reduction in royalties has been refused by the French so that in 1951 the Czechs will probably not be able to produce this carburetor. The management of PAL has ordered Ing. Zarzecky, the manager of the Holesovice factory, to design his own carburetor, and the present design is a cross between the Solex and other carburetors. While this is being tested, the Solex carburetors are being produced under the French license. License payments are made in France and fluctuate between 250,000 and 500,000 francs monthly.
- b) Two hundred persons are employed in two shifts. Manager is Ing. Zarzecky, a Russian immigrant, anti-Communist and opposed to the Soviet regime. He worked for Solex in France for many years and he speaks French, German, English, Russian, and Czech; he is outstanding as a technician and an expert on carburetors. After February 1948 he was compelled to join the Communist Party.
- c) The testing department is equipped with the most modern installations. It is run by Ing. Volrinek, an expert who has his own patents on carburetors. He has access to all the CZAL plants because he conducts tests on prototypes.
- 5) PAL at Horni Pocernice.
- a) Production consists mainly of steering wheels for all Czech motor vehicle factories and stamping machines for bakelite for use in motor vehicles.
- b) There are about 130 employees. The plant is managed by Reiner, one of the owners. He is a very intelligent person and a capable technician. He was caught while attempting to escape into Austria and was found to have with him new drawings of steering wheel patents. After his arrest the factory did not function well and could not meet its commitments so that Reiner was released to manage the factory.
- 6) PAL at Kromeriz.
- a) It produces electrical equipment for motor vehicles including dynamos, starters, coils, distributors, and cutouts for 2-stroke engines.
- b) It employs 1,000 workers in two shifts. It has its own designing office and is one of the most modern plants for mass production of electrical equipment.

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- 7) PAL at Kraslice.
- Production consists mainly of pressed articles including bumpers, starters and rotors, covers for wipers, and sheet extrusions for motor vehicle production; also ventilation gratings for railroad cars. This plant has a continuous high-capacity gas furnace of German make for the welding of copper, bronze, silver and brass. It receives its coal gas from the city gasworks. In addition, this factory makes injection pump holders, various screws for the use of the Jihlava plant and parts for motor vehicle factories.
  - There are about 800 workers in two shifts.
- 8) PAL at Novy Jicin.
- It produces headlights for all types of motor vehicles and radiators for motor vehicles and aircraft.
  - Employees number 1,000 in two shifts.
- 9) PAL at Kralupy, which is a small factory with extremely bad buildings and little working space.
- This plant produces parts for motor vehicle radiators but is now mainly concerned with the repair of radiators, while the production is to be taken over by the Novy Jicin factory.
  - There are about 100 employees who work in two shifts only under peak production.
- 10) PAL at Jihlava.
- It produces injection pumps for one to twelve-cylinder Diesel engines, both stationary and mobile. It also makes injector systems for turbine aircraft.
  - Employees number about 3,500, working in two shifts. Plant manager is one Aral, a fanatical Communist. Production manager is Dinebyr, a former employee of Skoda Pilsen. He entered the Communist Party after February 1945 under compulsion.
  - Bottlenecks exist in bearings, light alloys and highspeed spindle machines for precision grinding. The latter are causing difficulty because the spindles have loosened, resulting in lack of uniformity. There has also been a shortage of 0.2 mm to 2 mm spiral drills for making the injector systems.
- 11) PAL at Velasin.
- It produces principally motorcycle carburetors.
  - There are about 1,000 employees.
- 12) PAL at Liberec.
- Production consists of turn indicators for motor vehicles and certain electrical equipment.
  - Employees number about 500. Chief is Ladislav Mertad, a Communist under compulsion and a good technical man.

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